

SIX FREE Lectures On the Laws of Life as Related to Man From His Creation

BY MRS. O. S. FOWLER
Widow of Prof. O. S. Fowler, the world-renowned phrenologist, author and lecturer, of New York City at Astoria Theatre, beginning Tuesday, February 25th, 8 p. m., to all; Wednesday, February 26, 2:30, to ladies only; Wednesday, February 26, 8 p. m., gentlemen only; Thursday, February 27, 8 p. m., to all; Friday, February 28, 8 p. m., to all; Sunday, March 1, 2:30 p. m., to all. New subject every time. It will be announced in this paper later.

Phrenological examinations and health consultations given at the Occident Hotel from 9 a. m. to 9 p. m. until March 11th. A new system of applying electricity to cure disease will be taught in classes, beginning Tuesday, March 3rd, at 2:30 p. m. and 7:30 p. m.

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WASHING DAY AFLOAT

When the Sailor Lads in the Navy Turn Laundrymen.

A HARD JOB IN BAD WEATHER

Each Man, With His Feet and Legs Bare, Scrubs His Own Clothes and Gets Them Ready For Inspection. "Jimmy Legs" and the "Lucky Bag."

Have you ever noticed how clean and well dressed a sailor lad looks when on shore leave, how white his clothes look when you board the ship on visiting days? But did you ever realize that he was his own washerman?

With a shrill blast of his siver whistle the chief boatswain's mate will pipe, "Scrub and wash clothes!" and every man hurries to his bucket, gets his soiled clothes, salt water soap, draws a bucket of briny or fresh water, as the case may be, and begins his washing.

He is generally barefooted at this time, so that he will not wet his shoes and stockings. He wears his trousers very bell shaped at the bottom in order that he may roll them up over the knee.

After scrubbing and rubbing his clothes until clean he turns them inside out and with "stops" proceeds to get them ready for hanging up. These stops are short pieces of twine, twisted and with whipped ends, that he uses in lieu of clothespins. They are fastened in eyelets placed at the side seams and bottom of his shirts and the waistband of his trousers. He turns all his washed clothes inside out to prevent the right side getting soiled.

They are then hung on a line which, says the Youth's Companion, is run from the bow to the topmast or upper top of a fighting mast. The well informed man now usually puts his clothes to soak the night before in a bucket half full of water into which he has either sprinkled a handful of soap powder or a small piece of salt water soap. In the morning a little rubbing and his clothes are clean and hung up, while the "landlubber" has just begun.

When they have been thoroughly dried, the chief boatswain again pipes, "Scrub and wash clothes!" and every man rushes for the clothesline to claim his own. If he fails to secure them within a reasonable time, the master at arms, or "Jimmy Legs," takes them down, and they go into the "lucky bag." Then the only recourse the unlucky owner has is to go to the mast, or the "stick," as the court on board ship is commonly called, and petition the "first lieutenant" or executive officer, to order them released.

As a rule, Jimmy Legs, who has charge of the cleanliness of the decks, always has extra cleaning, painting and so forth in mind, and the man whose clothes get into the lucky bag receives so many hours' extra duty as a gentle reminder to be more careful in the future. His name goes on Jimmy Legs' time book, and when there is any extra labor to be performed he is called upon to assist.

This is usually the lot of the "landman" who has not been aboard long enough to "learn the ropes."

After they are taken from the line the stops are taken out and the clothes rolled in such a manner that they need no ironing. These rolls are then tied at each end with the stops and are stowed away in the clothes bag. In this way all his clothes, both blue and white, are kept clean, and when Sunday morning comes and there is general inspection on the quarter deck he has no fear of being reprimanded for having on a soiled uniform.

The hardest things of a sailor's outfit to wash are his blanket and hammock. The hammock forms part of his equipment, but belongs to the ship. He is, however, required to keep it clean. His mattress and blanket are lashed into the hammock and stowed in the nettings or crates provided for that purpose.

Every day a couple or more men are detailed to stow them away and at night to break them out. It is this handling so much that gets them fearfully dirty, especially while a ship is coaling. When washing his hammock, a sailor lays it flat on the deck and uses a wire brush to get it clean, with the assistance of soap and lots of "elbow grease."

In visiting a foreign port and before the ship has come to anchor it will be surrounded by "bumboats," generally bringing out washerwomen, who are usually negroes and who clamor for any work in the laundry line. They do good work and charge very little for it. They always show their references from the last ship and always want a new one to add to their already long list.

It is in wet and stormy weather that the sailor has his own troubles trying to dry his clothes. Round the uptakes of the smokestack there is a drying room in which clothes may be hung, but as they grow yellowish when hung there often this room is used as little as possible. In the newer men-of-war there are installed washing and drying machines which greatly facilitate the laundry work, making it inexcusable for a sailor to have soiled clothes. This machine, which dries clothes by centrifugal motion, does the work rapidly and well.

These machines, which are being added to all the new ships, will in time do away with all hand work. The old familiar sight of a long line of clothes strung from bow to masthead

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will no longer be seen, and the boatswain's mate will forget how to pipe, "Scrub and wash clothes!"

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DID LEE EXPECT DEFEAT?

The General's Significant Statement After Sailors' Creek.

My last official intercourse with General Lee was on the retreat. I was sent to him with dispatches from President Davis and reached him near midnight of April 6 near Rice's station. I approached without being challenged by a single sentinel and found him standing near a smoldering fire with one of his hands resting on an ambulance wheel. He was dictating some order to Colonel Marshall, who sat in the ambulance with a lap desk receiving his dictation. As General Lee spoke he gazed into the bed of coals as if weighing every word. There was no staff or escort about, so far as I could see. Touching Sailors' Creek, he spoke bitterly and said in answer to Mr. Davis' desire to know his proposed line of retreat that it was beyond his control; that he had intended to retreat by the line of the Danville road, but had been forced off that route by the arrival of Sheridan ahead of him at Burkeville; that he was then following the line of the Southside road to Lynchburg, but the enemy was out-marching him and might force him off; that his movements were dependent on the developments of each hour, and then he added: "How can I tell? A few more Sailors' Creeks and it will all be over—just where I thought it would end from the beginning." When I first published this statement its truthfulness was questioned. Fortunately I afterward saw two of his staff, both of whom said they had heard him express himself in the same way. There may have been times when General Lee, elated by some of his surprising successes, felt hopeful about the triumph of our cause. From the probabilities based on numbers and resources his judgment may have been warped away now and then by the feeling he expressed when, after Second Manassas, Sharpsburg, Fredericksburg and Chancellorsville, he said, "No general ever commanded such troops as those under me." But his mind was too mathematical in its workings, and all its calculations were too habitually based upon what could be done with a given number of men and a certain amount of material to make him forget the vast disparity between the contestants or hope for ultimate triumph.—John S. Wise in Circle Magazine.

Man and His Sweet Tooth.

"If you want to have that tradition upset about women only having a sweet tooth," remarked the stenographer who works downtown. "Just go into a quick lunch room occasionally and watch the men who drink coffee or chocolate with their midday meals. I give you my word I have seen not one, but many men, put six lumps of sugar into their one cup of coffee or chocolate and then eat apple pie that is fairly covered with powdered sugar."—New York Press.

Makes a Difference.

A girl who used to make all sorts of fun of those who were poor spellers is now receiving three fat letters a week from a man who can't spell correctly more than forty words altogether. But he has a big, nice house and money in the bank—and that spells something to her.—Howard (Kan.) Courant.

Perhaps She Did.

"Did your daughter inherit her talent for drawing?"
"Well, I never thought of it before, but it may be that she did. One of my brothers is a dentist."—Chicago Record-Herald.

MOTOR CYCLE EVENTS.

New York, Feb. 19—Four motor

A WITTY JUDGE.

His Conclusions on the Evidence of Ditto and True.

The late Hon. Noah Davis, well known throughout the country as the judge who tried and sentenced Boss Tweed, was justly celebrated in many ways. He was of that type of jurist for which western New York was famed during the half century following 1850. Orleans county is proud of him as one of her noblest and most distinguished sons. He was slightly above medium height, full habited, large head, fine, clean cut face—indeed, a striking figure in any community. He was a well read lawyer, an honest, fair minded judge, with a keen sense of humor and withal something of a writer and poet. The following lines from his pen, written on the spur of the moment and in the midst of a trial, illustrate the alertness and quality of his mind. They are perhaps the best play upon words of which we have any record in the English language.

It was at the Niagara circuit in the early seventies. Judge Davis presided. An action in ejectment was called. The dispute was over a party wall or a division line. It was purely a question for the civil engineer. The division line established and the case was won. The defendant's attorney, realizing this, called as expert witnesses the Hon. John A. Ditto, city engineer of Buffalo, and the Hon. A. R. True, the engineer who constructed the cantilever bridge over Niagara river at the falls. They were two of the most eminent civil engineers in the state. They made a survey of the premises and established the division line as contended for by the defendant and when called to the witness stand so testified, giving monuments, courses and distances with such minute exactness that they could not be successfully controverted. The moment True, who followed Ditto as a witness, left the stand, Judge Davis wrote these lines and passed them to the clerk to hand to plaintiff's counsel:

Since True swears ditto to Ditto,
And Ditto swears ditto to True,
If True be true and Ditto be ditto,
I think they're too many for you.

—Daniel H. McMillan in Buffalo Truth.

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cycle events have been added to the program of seven automobile events for the coming motor race meet at Ormond, Fla., beginning March 2, according to an announcement by the American Automobile Association. Entries for these will be received up to February 28. Preparations for the meet practically complete at this end, Robert Lee Morrell, chairman of the contest committee, and Secretary Butler will leave on Saturday for Ormond and other members of the committee will go to Florida early in the week. A special club car has been engaged to leave here Saturday, February 29, arriving at Ormond, Sunday night.

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